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THE DAKIN—This is a portable camera of the best material and workmanship procurable. Double extension conical leather bellows, swing and reversing back, rising front, circular cut front for rapid changing of lenses. Folds into a very small space. Rack and pinion focussing. Altogether as compact and convenient a camera as any amateur or professional need want.

Complete with tripod, 3 double backs, and carrying case.

Sizes in Stock 8 plate to 12" by 10".

Photographic Material of all kinds.

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A. S. WATSON & CO., LD.

VEGETABLE
AND
FLOWER
SEEDS.

SEASON 1891-92.

PER S.S. "SHANGHAI"

WE have received our second supplies of
FRESH GARDEN
SEEDS,

and we are now executing all orders for the same. Complete Catalogues with concise directions for sowing can be obtained on application, or will be posted to any address. In these Catalogues the seeds are Marginally Numbered in English and Chinese, and when ordering it is quite sufficient to state the numbers of the kinds required.

DISCOUNTS.

Orders from one person, from \$5 to \$10, allowed 5% discount.
Orders from one person, over \$10 allowed an extra 5% discount.

CLAY'S FERTILIZER.

A high class fertilizer for pot. plants and for use in the garden generally: it supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in Tins containing 100 lbs each, \$1.50.
Bags " 25 " " 400.
Directions for use are given on the label.

RANOM'S "NEW PARIS"

LAWN MOWERS.
The best and cheapest machines in the market for sale at manufacturers' prices.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, 17th September, 1891.

At Tientsin, on the 15th September, the wife of T. W. CONNER (Tako) of a son.
At the Hotel des Colonies, Shanghai, on the 15th September, the wife of U. VIDEAU of a son.

DEATHS.
Accidentally drowned, at Pinghai (Ichang), on the 16th September, C. E. LUTER, of the L.M. Customs, aged 31, second son of Mrs. W. Luter, late of Newchwang.
At Shanghai, on the 20th September, OCTAVIA MARY, the dearly-loved wife of Gen. Butler, aged 40.

The Hongkong Telegraph.

HONGKONG, FRIDAY, SEPTEMBER 25, 1891.

TELEGRAMS.

EXCITEMENT IN EUROPE.

LONDON, September 15th.
The French and Russian embassies at Constantinople have been informed that British marines with guns have been landed on the island of Sigri on the western coast of Mitylene; the island has since been surrounded by torpedoes. This announcement has caused a profound sensation in Europe, and the Continental Powers are depressed in consequence. The British Admiralty and Foreign Office deny all knowledge of the occurrence.

THE MITYLENE SCARE.

With reference to yesterday's telegram, the British men-of-war at Sigri were merely manœuvring and have now left the vicinity of the island of Mitylene.

THE TROUBLES IN CHINA.

It is understood at Tientsin that the Powers have agreed upon a joint naval demonstration on the North Coast of China, and the ships are now waiting for the controlling power to be named.

DISASTROUS FLOODS IN SPAIN.

Serious floods have occurred in the province of Toledo; two thousand persons have already perished and the survivors, owing to their being surrounded with floods, are dying of starvation.

THE NETHERLANDS PARLIAMENT.

Her Majesty the Queen Regent in opening the Netherlands Parliament said that the general situation was satisfactory and the relations with foreign powers most cordial; that the sailors and soldiers were gloriously doing their duty in Aceh where coercive measures were being rigorously maintained; it was also announced that bills would be presented for electoral and judicial reforms, amendment of the provincial and commercial laws, reform of taxation, also for naval and military reorganization; and in the meanwhile the Militia will be strengthened; there would be obligatory education with a view to better the position of the working man; and Government would endeavour to promote progress in the East Indies by taking in hand extensive public works and improving the finances.

CHILL.

September 17th.

The Great Powers have recognised the Chilian Government.

FRANCE AND CHINA.

September 18th.
M. Ribot, the French Minister of Foreign Affairs, has handed a note to the Chinese chargé d'affaires in Paris, insisting on the Chinese Government upholding the security for the lives and property of French subjects in China.

(Special to Shanghai Mercury.)
TROUBLE BREWING AT FOOCHEW.
FOOCHEW, September 19th, 8.30 p.m.

The British Vice-Consul at Pagoda Anchorage has warned the community to be in readiness, for serious trouble is likely to occur at any moment.

(From N. C. Daily News.)

BRITISH SHIP LOST IN NAGASAKI.

NAGASAKI, September 21st, 6.30 p.m.
The British barque *Cape City* has capsized in this harbour. The Captain's wife and the boatwain were drowned.

(Special to the Hongkong Telegraph.)

JELBUS.

SINGAPORE, September 24th.

The Jelbus Mining Company declares an interim dividend at the rate of fourteen per cent per annum. The dividend absorbs sixteen thousand dollars. Seventeen thousand dollars, undivided profits, are carried forward.

LOCAL AND GENERAL.

RAVN shares on which calls have not been paid up are liable to be forfeited on the 7th October.

MAJOR Grant, the hero of Manipur, is said to be a skilful lawn-tennis player, and dances as well as he fights—a Modern Admirable Crichton in fact.

A PHILADELPHIA dentist says there is over \$2,500,000 worth of gold in the mouths of Philadelphians. What a waste of the precious metal.

THE death is announced of Mr. J. P. Eyraud, barrister-at-law, who was in partnership in Singapore with Mr. Joachim. The deceased gentleman had gone home for a holiday.

THE Misanth—You oughtn't to leave the floor in such a condition. Why don't you take your chips with you? Carpenter—Who do you take me for—the Prince of Wales?

THE Douglas Co's steamer *Hailong* lost a Malay quarter-master in Swatow the other day. A heavy sea washed him overboard and he was not seen afterwards.

THE agents (Messrs. Gibb, Livingston & Co.) inform us that the "Ben" Line steamer *Benlady*, from Leith and London, left Singapore for this port yesterday.

We learn that the 1st Shropshire Light Infantry will replace the A. and S. Highlanders about the beginning of next year. The "Shropshires" are at present stationed in Egypt.

MR. Oldram—I want to make amends for my sinful past, Doctor. What shall I do?
Rev. Bugge—Subscribe to the Foundling Asylum!

We regret to hear that news has been received of the death at Newchwang from typhoid fever of Mr. E. B. Dowley, the representative there of Messrs. Butterfield & Swire.

THE first canal in England is said to have been the cut between Peterborough and the sea, forty miles in length. It was constructed by Master Bishop of Ely, during the reign of Henry VIII.

VICTOR—"So your poor husband has passed away, Mrs. Murphy. He died happy, I hope?"
Mrs. Murphy—Oh think so, mum. The last thing he did was to crack me over the head with a medicine bottle!

MR. Slater, an officer in the Chinese Customs at a station about ten miles from Ichang, was accidentally drowned on the 16th inst. His body was recovered and sent to Hankow for burial.

It has been decided, says the *United Service Gazette*, that the 1st Battalion Cameron Highlanders will leave home for Malta early next year, and be relieved at Edinburgh by the 1st Battalion Argyll and Sutherland Highlanders, returning from Hongkong after thirteen years' foreign service.

BARON OTTEN SACKS, a descendant of one of Napoleon's field marshals, recently committed suicide in Livorno because his life was too monotonous. The Baron should have tried matrimony; he would then have had no complaint that his life was too monotonous.

THE origin of "windfall" in the sense of "good luck" dates from the time of William the Conqueror. It was then a criminal offense to cut timber in the forests. Only such could be gathered as the wind had blown down; hence a heavy windstorm was hailed by the peasants as so much good luck, and from this comes the modern application of the expression.

THE P. & O. S. N. Co's steamer *Vernon* left Nagasaki for this port yesterday at 5 p.m.

CHOLERA is prevalent in the north of China, and deaths from this scourge are unusually numerous.

SAYS an epigrammatist—"In England you must not gamble; or if you do, you must cheat. Then you will have public sympathy."

HE (thoughtlessly)—I see that ice cream comes in bricks now. She (with rare presence of mind)—I wish some one would hit me with a brick.

H.M.S. *Swift*, *Archer* and *Isambard* were at Hankow on the 17th; the French cruiser *Albatros* at Klinking on the 18th, H.M.S. *Proctor* at Wuhu, four Chinese men-of-war at Nanking, and H.M.S. *Ridgely* at Chikling on the 19th.

"WHY—do you stick out the middle finger of your left hand so straight while you are eating?" asked a lady of a beachcomber. "Was it ever broken?" "No, madam; but during my boyhood days I wore a diamond ring on this finger, and old habits are hard to break."

Speculator.—Just discovered a pocket vein of tin.
and do —Some other fellow's land?
1st. do —Yes.
2nd. do —Ah! Then you're going to get your tin from some other fellow's pockets!

MRS. NANCY M. JOHNSON, the American lady who patented the ice-cream freezer, is now as cold as the ice-cream itself. Strange to say, the late Mrs. Johnson did not like ice-cream herself, but she had a very shrewd idea of what pleased her sex.

THE steam-launch built by our local Dock Company a few months ago, to run as a ferry-boat in Swatow harbour, came to grief in the typhoon the other day. When the *Hailong* left Swatow yesterday the launch was high and dry on the beach and had evidently sustained serious damage.

SIR Frederick Bramwell has claimed to be considered quite a wit in his way. After he had been elected to the Royal Society it was noticed that all his fees went up with a bound. One of his clients complained of this. "If you will look at my card, sir," said Sir Frederick, "if you will see it the letters F.R.S. The meaning of those letters, sir, is, 'Fees-raised since.'"

THE 8th, 10th, & 11th Highlanders will play the following programme at the Barrack Square to-morrow, commencing at 7.30 p.m.:—

March "Edinburgh Town" Wilson.
Lancers "Duke of Fife" Mackay.
Volunteers "The Desert Song" Mackay.
Pipers "Albion" Mackay.
Gardies "Pipes of Peace" Mackay.
Calps "The Horns" Mackay.

"NELLIE," he said, with a kind of experimental, immature early home-grown smile on his anxious face, "I may count on you as—as a friend, may I not?" "Certainly, Alfred," she replied. "As—as a good friend?" "To be sure." "You have no objection to looking on me as—as a distant relative perhaps?" "No; I have no objection to that." "Second cousins as it were?" "Yes, as far as you are concerned."

"Oh first cousin—Frederick?" he persisted, nipping his forehead with a trembling handkerchief. "Well, I have no objection to that either." "And I might as well be a first cousin, mightn't I?" "Yes; I suppose so." "Do you feel, Nellie," he went on, hastily swallowing something large and buoyant, "as if you could be—a sister to me?" "No, Alfred." The invitations are out.

HE WASN'T IN IT.
When Jonah created a stir on the ship. And his comrades concluded they'd finish the trip Without him, and give him, as 'twere, a straight tip—

Which they did in a very brief minute— And down in the paunch of the whale he was dropped. So sudden he cracked all the ribs when he stopped.

This speech from his labial portals outcropped: "I'm in it—exceedingly in it!" But when, with the tempest sorely diseased, He tore, and he whooped, and he yawned, and he sneezed—

Till he made the cetacean feel so displeased He could no longer bear it and grin it. The fish—was a sport for the above thereabout, And he served on his tenant a writ of get out. And, landing him there, did triumphantly shout, "Eh, Jonah, old boy! you're not in it!" —Boston Courier.

THE Hangchow correspondent of our Shanghai morning contemporary writes:—There are about twelve thousand students in attendance on the examination this year. This is more than the usual number. They are coming out from the hall to-day after the second bout. Everything in very quiet. Utmost precautions were taken this year to secure quiet and order. The hall was enlarged and the walls around it raised two feet higher, and more soldiers were stationed around to prevent collision with outside parties. Temporary sheds were erected at the entrance for the convenience and comfort of officers and students as they entered the hall. They were required to go in according to the *fu* cilies from which they come, and a strict search was made to prevent the carrying in of books or anything that would help them in their studies. The number of soldiers carrying in whatever they please, a number of them have died since their arrival. Some have died in the hall. It is said that the governor has been very lenient towards them when ill and required the soldiers to carry them out. In some cases he has allowed the dead to be carried out of the great gate, which is against the rule saying, "Oh he is not quite dead, hurry out with him."

MR. W. V. DRUMMOND, the well-known Shanghai barrister, writes as follows regarding the extraordinary letter of the Chinese official Mason, published in our columns a few days ago. Our own views are practically identical with the opinions of Mr. Drummond. Mason is either a "crank" or a fool.—Mr. C. W. Mason in his communications to representatives of the press, and his letter to you published this morning, evidently courts criticism, and as the matter is, in a certain sense, one of great public importance, will you permit me to express briefly my views regarding this episode. In my opinion it is clear that Mr. Mason is a monomaniac. The Kolah Hill on the plain.

The expenses he has incurred have been drawn from his own account; and that he has never received any money from the Kolah Hill, or any of its agents, is extremely doubtful. I believe that the account he gives of the interview with the representative of the "Kolah Hill Society" is wholly untrue, and that he has never had any connection or communication with any representative of that Society at all. I further believe that all his story is untrue, and that his actions have been caused by a morbid craving for notoriety, and a more or less insane vanity. I think, therefore, that Mr. Mason and his vagaries are simply unworthy of a moment's serious consideration. The times are serious enough, but Mr. Mason is grasping at fame and simply adding a typical element.

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SAYS the N. C. Daily News:—"One of the consequences of the foreign representatives on the Chinese Government is that the officials concerned in the recent riot shall be punished, and not merely the coolies, who were only instruments of the conspirators. We now learn that the Wuhu Tsoai, who was said to have been degraded for his culpable conduct during the riot of the 12th of May, has returned to Wuhu and received the congratulations of the people and the gentry, and been presented with umbrellas and scrolls of honour. A petition to the Viceroy at Nanking for his reinstatement in it is said, being got up, and it is reported that it will probably be successful. Now the conduct of the official is at the bottom of all the outrages; it was he who gave the first example of inactivity in the face of the riot. His famous telegram of the 12th of May, which was made public and spread all over the province, averred that he had found in the houses of the missionaries, carcasses, eyes, and portions of children. This evidence, which has never been revoked, has been the train which has lighted the fire from Wuhu to Ichang, and its author is now returning in triumph to Wuhu. It is not, therefore, astonishing that a placard, dated 13th September, has been posted at Wangliangshien (Nanking) for saying:—"Those who do not kill missionaries are not men; their houses should be burnt every where and to the ground; no one has been sent into banishment for doing it. We understand that these facts having come to the knowledge of M. Wagner, he has telegraphed them to M. Ristepheuer, the French chargé d'affaires at Peking, who has brought them to the notice of the Taungli Yamen, and has telegraphed to the Viceroy at Nanking, but whether any steps will be taken, remains to be seen. The Minister, though, prepared just now to accept the usual Chinese delay and excuse."

UNDERTAKER (to dying editor)—What epitaph shall we place on your tombstone? Editor (feebly)—We are here to stay.

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WE often read of some person who "leads a Bohemian life." What does it mean? A writer in the *New York Sun* says:—"Quite a number is suggested by the word Bohemian. The first gypsies who reached Paris 500 years ago or so came from Bohemia. They wandered around without settled residences, and in time any man or woman who seemed to have no regular way of living was called a Bohemian. A Bohemian nowadays is a person who doesn't do things the way every one else does them. For instance, the man who eats many 50 cent, tible d'hoie dishes is considered a Bohemian; a woman who smokes a cigarette is drastically Bohemian; all newspaper men are Bohemians, because they never get to bed until daylight and take breakfast in the afternoon. And furthermore, no Bohemian calls himself so any more than a newspaper man calls himself a journalist."

LATEST brilliant attempt to be funny by the *Strait Times*:—"The Hongkong Telegraph says some disrespectful things about the Hon. Major MacCallum in connection with Municipal debates in Singapore. But that journal is believed to have spoken disrespectfully of the equator." So we have of a jack-ass but does our Singapore contemporary happen to know of the editorial sanction? If not, the sooner the deficiency is supplied the better it will be for the mud-splattered paragraphist who doesn't know the difference between adverse criticism and disrespect. We couldn't be disrespectful to Major MacCallum, even if we tried our hardest. That worthy official is a shallow gas-bag whose frothy fulminations, whenever he gets a chance of opening his mouth are absolutely sickening. The Hon. Major MacCallum! Great Caesar, what next? It is about time the *Strait Times* went into mourning.

"We have had a quiet time since my last letter, writes the Nanking correspondent of the *Shanghai Mercury* on the 16th inst.—"I was down through the streets, where were crowded with students, none of whom offered the least impoliteness. Some native Christians distributed three or four thousand Scriptures and tracts, which were received very kindly by the students. These distributors went right into the gateway to give the books, giving a scientific book and a copy of a Gospel to the Director, when the soldiers took bundles of books and helped to distribute some. All this looks very pleasant and peaceful; yet there are the many placards fixed for the 18th of the month. The Manchus are the other day were leaders of a mob of Manchus, who rose, and destroyed the Yamen in Chikling. The local authorities were afraid to seize them, but the Viceroy, entrapped them into coming up to see him, when they were seized. One story of the reason of the riot is that the official was elected by the Manchus of Nanking, when he should have been appointed by the Emperor. The real reason is likely the reduction in the pensions as a part of the Imperial economy."

SAYS the N. C. Daily News:—"One of the consequences of the foreign representatives on the Chinese Government is that the officials concerned in the recent riot shall be punished, and not merely the coolies, who were only instruments of the conspirators. We now learn that the Wuhu Tsoai, who was said to have been degraded for his culpable conduct during the riot of the 12th of May, has returned to Wuhu and received the congratulations of the people and the gentry, and been presented with umbrellas and scrolls of honour. A petition to the Viceroy at Nanking for his reinstatement in it is said, being got up, and it is reported that it will probably be successful. Now the conduct of the official is at the bottom of all the outrages; it was he who gave the first example of inactivity in the face of the riot. His famous telegram of the 12th of May, which was made public and spread all over the province, aver

Commercial.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank—173 per cent.
 Union Insurance Society of Canton—\$95 per share, buyers.
 China Trade Insurance Company—\$65 per share, sellers.
 North China Insurance—Tls. 255 per share, sellers.
 Canton Insurance Company, Limited—\$107 per share, sellers.
 Yangtze Insurance Association—Tls. 70 buyers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$320 per share, sellers.
 China Fire Insurance Company—\$87 per share, sales and buyers.
 Hongkong and Whampoa Dock Company—\$82 per cent, premium, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$33 per share, sales and buyers.
 China and Manila Steam Ship Company—60 per share, sellers.
 Hongkong Gas Company—\$131 per share, sellers.
 Hongkong Hotel Company—\$65 per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.

Indo-China Steam Navigation Company, Limited—30 per cent, discount, sales and buyers.
 Douglas Steamship Company—\$40 per share, sellers.
 China Sugar Refining Company, Limited—\$165 per share, sellers.
 Luxon Sugar Refining Company, Limited—\$53 per share, sellers.
 Hongkong Ice Company—\$36 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$75 per share.
 Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.
 A. S. Watson & Co., Limited—\$192 per share, ex. div., sales and buyers.
 Chinese Imperial Loan of 1884—B—21 per cent, premium, sellers.
 Chinese Imperial Loan of 1886—C—5 per cent, premium, buyers.

Chinese Imperial Loan of 1886—E—14 per cent, premium.
 Hongkong Rope Manufacturing Company, Limited—\$107 per share, sellers.
 The Hongkong Steam Laundry Co., Limited—\$35 per share, nominal.
 Funjion and Sungha Dui Samantai Mining Co.—\$34 per share, sales and buyers.
 The Rauld Gold Mining Co., Limited—\$56 per share, buyers.
 Imuris Mining Co., Limited—\$51 per share, sales.
 The Balmoral Gold Mining Co., Limited—\$4 per share, sellers.
 Hongkong and Whampoa Dock Company—\$82 per share, sales and buyers.
 Tongkin Coal Mining Co.—\$365 per share, sales and buyers.

The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.
 H. G. Brown & Co., Limited—\$48 per share, buyers.
 Cruickshank & Co., Limited—\$25 per share, nominal.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Company, Limited—\$10 per share, sellers.
 The China-Borneo Co., Limited—\$10 per share, sales.
 The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.
 The Green Island Cement Co.—\$10 per share, sellers.
 The Hongkong Land Investment Co., Limited—\$76 per share, sales and buyers.
 The Hongkong Electric Light Co., Limited—\$44 per share, sellers.
 Geo. Fenwick & Co., Limited—\$13 per share, sellers.

The West Point Buildings Co., Limited—\$26 per share, sellers.
 The Peak Hotel and Trading Co., Limited—\$4 per share, sellers.
 The Labak Planting Co., Limited—\$10 per share, sellers.
 The Jelebu Mining and Trading Co., Limited—\$4 per share, buyers.
 The Selama Tin Mining Co., Limited—50 cents per share, sellers.
 The Shumson Hotel Co., Limited—nominal.
 The Kowloon and Island Cement Co., Limited—\$4 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—\$16 per share, buyers.
 The Bank of China, Japan & the Straits Ltd.—Founders' shares, \$145 per share, nominal.
 London and Pacific Petroleum Co., Ltd.—\$15, sellers.

The National Bank of China, Ltd.—45 per cent, div., sales and buyers.
 The National Bank of China, Ltd.—Founders' shares, \$150 per share, sales and buyers.

EXCHANGE.
 On London—Bank, T. T. 1/2
 Bank Bills, on demand 1/2
 Bank Bills, at 4 months' sight 1/2
 Credits at 4 months' sight 1/2
 Documentary Bills, at 4 months' sight 1/2

ON PARIS.
 Bank, T. T. 1/2
 Bank Bills, on demand 1/2
 Bank Bills, at 4 months' sight 1/2
 Credits at 4 months' sight 1/2
 Documentary Bills, at 4 months' sight 1/2

ON SHANGHAI.
 Bank, T. T. 1/2
 Private, 10 days' sight 1/2

EXPORT CARGO.
 For City of Peking, str., for Yokohama—4,745 bags sugar, and 199 packages merchandise. For San Francisco—5,920 bags rice, 1,880 bags sugar, 443 bags beans, 407 bags coffee, 424 boxes nut oil, 50 boxes prepared opium, 24 cases silk, 50 cases satin, 160 bales gambier, 178 bales gunnys, 1,500 bales hemp, 777 packages tea, and 9,000 packages merchandise. For Honolulu—80 bags rice, and 68 packages merchandise. For Punta Arenas—1 case silk. For La Libertad—5 cases silk. For Champerico—1 case silk. For Acapulco—9 cases silk, and 6 cases merchandise. For Panama—100 bags rice, and 135 packages merchandise. For Callao—3 cases silk. For Guayaquil—1 case silk, and 5 cases merchandise. For Chicago—201 packages merchandise, and 674 packages tea. For St. Louis—42 packages merchandise. For New Orleans—42 packages merchandise. For Baltimore—37 packages merchandise. For Philadelphia—32 packages merchandise. For New York—2,237 packages tea, 68 packages merchandise, 1 case silk, and 238 bales raw silk.

MAILS EXPECTED.

THE AMERICAN MAIL.
 The P. M. S. S. Co.'s steamer *City of Rio de Janeiro* left Yokohama on the 23rd instant and may be expected here on the 29th.

THE CANADIAN MAIL.
 The Canadian Pacific Steamship Co.'s steamer *Empress of Japan*, with the most Canadian mail, left Vancouver on the morning of the 23rd instant for Yokohama, Shanghai, and Hongkong, and is due here on the 1st proximo.

STEAMERS EXPECTED.

The China Shippers' Mutual S. N. Co.'s steamer *Hampshire*, from London and Liverpool, passed the Canal on the 21st ultimo and may be considered due at Singapore on or about the 10th instant.

The China Shippers' Mutual S. N. Co.'s steamer *Katow*, from London and Liverpool, passed the Canal on the 2nd instant and may be considered due at Singapore on the 20th.

The P. & O. S. N. Co.'s steamer *Brindisi* left London for this port on the 28th ultimo.

The P. & O. S. N. Co.'s steamer *Verona* left Nagasaki on the 24th instant at 5 p.m. and is due here on the 28th.

The P. & O. S. N. Co.'s steamer *Tokoro*, from Bombay, left Singapore on the afternoon of the 23rd instant and may be expected here on the 29th.

The Navigazione Generale Italiana steamer *Biagno*, from Bombay, left Singapore on the 24th instant and is expected here on the 1st proximo.

The Ben' line steamer *Brindisi*, from Leith and London, left Singapore on the 24th instant and is due here on the 1st proximo.

The P. & O. S. N. Co.'s steamer *Lombardy* left Bombay on the 21st instant and is due here on the 5th proximo.

Shipping.

ARRIVALS.
 DARDANUS, British steamer, 1,507, Purdy, 24th Sept.—Shanghai via Foochow 18th Sept. General—Butterfield & Swire.
 GEMERAL, German steamer, 1,810, B. Blanke, 24th Sept.—Yokohama 13th Sept. Mails and General—Melchers & Co.
 DARMSTADT, German steamer, 3,933, H. Bodeker, 24th Sept.—Shanghai 22nd Sept. Mails and General—Melchers & Co.
 HAILONG, British steamer, 783, J. Roach, 24th Sept.—Tamsui 20th Sept. Amoy 22nd, and Swatow 24th, General—D. Laprak & Co.
 CHING-PING, Chinese steamer, 324, H. Crowlie, 24th Sept.—Canton 25th Sept. General—C. M. S. N. Co.
 FRIGIDA, German steamer, 1,400, F. Nagel, 24th Sept.—Singapore 16th Sept. General—Siemens & Co.
 NAN-SHUN-SHING, Chinese 3-m. schooner, 245, Loo Light Tong, 24th Sept.—Touren 24th Sept. Wood—Yong Kee.

DEPARTURES.
 September 25, *Halpang*, British steamer, for Swatow, &c.
 September 25, *Pigmy*, British gunboat, for a cruise.
 September 25, *Resman*, British steamer, for Singapore, &c.
 September 25, *Pakshan*, British steamer, for Swatow, &c.
 September 25, *Kwangle*, Chinese steamer, for Shanghai.
 September 25, *Elia*, German str., for Swatow.
 September 25, *John Sanderson*, British str., for Shanghai.
 September 25, *Chang Hock Kian*, British str., for Amoy.

PASSENGERS—ARRIVED.
 Per *General Weller*, str., from Yokohama—Captain Hansen, Messrs. J. W. Spandow and servant, H. Greenholz, Ockelmann, Brown, Low Yai Yun, L. Fock Hing, Sheelaw and family, 23 Chinese, 7 Manilans, and 3 Japanese.
 Per *Darmstadt*, str., from Shanghai—Mrs. von der Leithen and family, Miss Warrall, Messrs. Pothmann, Sillman, Siak, Gomes, Schillemann, Balde, Reising, and 10 Chinese.
 Per *Dardanus*, str., from Shanghai, &c.—Mr. and Mrs. Swire, Miss Warren, Miss Butler, Miss Hodgson, and 13 Chinese.
 Per *Frigea*, str., from Singapore—25 Chinese.
 Per *Halpang*, str., from Tamsui, &c.—Mr. and Mrs. Haseloo, and 63 Chinese.
 Per *Rohilla*, str., from London for Hongkong—Mr. and Mrs. Barlow and 5 children, Messrs. Cunningham, Stewart, Poyas, and Micks, R.R. Froth, Penang—Captain Chuen Tye and servant, Mr. L. H. Hing, and 2 Chinese.
 From Singapore—Messrs. A. Macdonald and servant, W. Simpson, and 114 Chinese.
 From London for Shanghai—Mr. and Mrs. Liddell, 2 infants and 2 children, Mrs. Begg, Miss Inall, Miss Inglis, Messrs. G. Law and St. Croix. From Singapore—Mr. T. Brown.

REPORTS.
 The British steamship *Halpang* reports that she left Tamsui on the 20th instant, Amoy on the 22nd, and Swatow on the 24th. Had strong following sea between Tamsui and Amoy, but from Amoy had similar weather, to the latter mock islands, thence a typhoon was encountered, the ship being hove to for 12 hours, barometer 28.65. Weather moderating at 2 p.m., proceeded ahead again and reached Swatow the same night. From Swatow had light winds and fine clear weather to port.

The British steamship *Atilla* reports that she left Kobe on the night of the 18th instant, came through the Inland Sea, passed Tung-shing on the night of the 22nd, and arrived mock islands at 9 p.m. on the 24th. The latter had variable winds and fine weather. From the Gold Island fine weather and fresh wind from north-west, barometer 30 and thermometer 78. From lat 28 north to Dodd Island had fresh north to north-east winds and heavy swell from south-east, barometer 30.02 and thermometer 78. Prepared for bad weather. At noon on the 24th had heavy squalls from east-south-east with rain, hove to on starboard tack, barometer 29.82. At 2.30 p.m. shift of wind to south-east and heavy roll up from southward with rain, squalls, and barometer 29.72. At midnight had strong squalls from south by east, and barometer 29.67. On Thursday, the 24th at 4 a.m. shift of wind to south-west with barometer 29.61, and weather clearing, proceeded on the voyage, with fine weather for remainder of the run. The same day at 4.30 p.m. stopped and spoke the American barque *Emma T. Crowley*, from Shanghai to Hongkong, in ballast, at anchor 3 miles north-east of Lamock, the barque experienced the wind of the typhoon 2 days before, and had to cut away her masts to save going on shore, only the three lower masts with fore and main yard left. At 7 p.m. in answer to signal from the Lamocks stopped and received a letter and information to the effect that the typhoon had swept over the Island the day previous, doing much damage and injury the apparatus, from which the danger light (red) is exhibited so that the light at present is not to be depended on.

The British steamship *Dardanus* reports that she left Shanghai, via Foochow on the 18th instant. Had fine weather from Shanghai to Foochow. Off the Lamocks got into a typhoon for eight hours; thence fine weather and light south-west wind to port.

Post Office.

A MAIL WILL CLOSE.
 For Swatow and Amoy—Per *Stokan* to-morrow, the 26th instant, at 7.30 A.M.
 For Halpang and Halpang—Per *Halpang* to-morrow, the 26th instant, at 11.30 A.M.
 For Singapore and London—Per *Dardanus* to-morrow, the 26th instant, at 11.30 A.M.
 For Singapore, Samarang, and Sourabaya—Per *Tataris* to-morrow, the 26th instant, at 11.30 A.M.
 For Amoy, Yokohama, and San Francisco—Per *Oswine* to-morrow, the 26th instant, at 0.30 P.M.
 For Europe, &c., &c.—Per *Darmstadt* to-morrow, the 26th instant, at 2.00 P.M.
 For Manila—Per *Emerald* to-morrow, the 26th instant, at 3.30 P.M.
 For Shanghai—Per *Peking* to-morrow, the 26th instant, at 3.30 P.M.
 For Singapore—Per *Libelle* to-morrow, the 26th instant, at 3.30 P.M.
 For Hotho, Saigon, Singapore, Batavia, Samarang, and Sourabaya—Per *Borno* to-morrow, the 26th instant, at 3.30 P.M.
 For Moj, Kobe, Yokohama, Victoria, B.C., and Portland (Oregon)—Per *Sunier* to-morrow, the 26th instant, at 3.30 P.M.
 For Kobe—Per *Guthrie* to-morrow, the 26th instant, at 5.00 P.M.
 For Swatow, Amoy, and Tamsui—Per *Halpang* to-morrow, the 26th instant, at 5.00 P.M.
 For Bangkok—Per *Pine Yang* on Tuesday, the 29th instant, at 9.20 A.M.
 For Singapore—Per *Oswine* on Wednesday, the 30th instant, at 9.30 A.M.
 For Europe, &c., &c. India via Bombay—Per *Cashy* on Thursday, the 1st October, at 11.00 A.M.
 For Nagasaki, Kobe, and Yokohama—Per *Verona* on Friday, the 2nd October, at 11.30 A.M.

SHIPPING-IN-HONGKONG.

STEAMERS.
 ACTIV, Danish steamer, 355, H. Hygom, 21st Sept.—Macao 21st Sept. General—Arnhold, Karberg & Co.
 AVOCHIE, British steamer, 1,055, T. Rowin, 19th Sept.—Saloon 10th Sept. Rice—Melchers & Co.
 CEKANG-CHOW, British steamer, 1,213, Fred. Webb, 23rd Sept.—Saloon 18th Sept. Rice—Melchers & Co.
 CHERO, British steamer, 1,090, A. George, 18th Sept.—Saloon 12th Sept. Rice and Paddy.—Arnhold, Karberg & Co.
 CLARA, German steamer, 675, H. Island, 23rd Sept.—Halpang 17th Sept. and Hotho 21st, General—A. R. Marty.
 ESMERALDA, British steamer, 995, G. A. Taylor, 24th Sept.—Manila 21st Sept. General—Shewan & Co.
 FAME, British steamer, 117, Lieut. Wm. G. Comley, R.N.R.—Hongkong Government tenders.
 GUTHRIE, British steamer, 1,493, P. T. Helms, 21st Sept.—Sydney 20th August, Warrington Bay 31st, Townsend 3rd Sept., Thursday Island 6th, and Port Darwin 9th, General—Gibb, Livingston & Co.
 HAIHONG, French steamer, 874, Bouquet, 22nd Sept.—Halpang 19th Sept. and Hotho 21st, General—Messageries Maritimes.
 HOLSTEIN, German steamer, 1,103, T. Bruhn, 21st Sept.—Saloon 16th Sept. Rice and Paddy.—Tung Kee.
 JOHANN, German steamer, 427, H. Binge, 15th Sept.—Touren 10th Sept. General—Wielor & Co.
 KWEILIN, British steamer, 1,038, Vardin, 22nd Sept.—Wuhu 17th September, Rice—Butterfield & Swire.
 LAMCELON, British steamer, 1,564, J. Thomas, 23rd Sept.—Proboling 18th Sept. Sugar.—Jardine, Matheson & Co.
 LINDLEY, British steamer, 265, G. Grant, 18th Sept.—Saloon 12th Sept. Rice—E. C. Ray.
 MONKOW, British steamer, 850, Geo. Anderson, 24th Sept.—Bangkok 15th Sept. and Kobe 16th, Rice and Wood—Yuen Fat Hong.
 OCEANIC, British steamer, 3,208, W. M. Smith, 15th Sept.—San Francisco 22nd August, and Yokohama 10th September, Mails and General—O. & O. S. N. Co.
 PARTHA, British steamer, 2,031, Jno. Pantan, R.N.R., 11th Sept.—Vancouver 20th Aug., Yokohama 4th Sept. and Shanghai 9th General—Dodwell, Carill & Co.
 PEKING, German steamer, 954, F. Schulz, 24th Sept.—Canton 23rd Sept. General—Siemens & Co.
 PERA, British steamer, 1,021, W. H. Watton, 21st Sept.—Swatow 10th Sept. General—Yuen Fat Hong.
 PICCOLA, German steamer, 875, Haas, 20th Sept.—Nagasaki 12th Sept. Coals—Melchers & Co.
 PILOT FISH, British steamer, 161, A. Stapan, Hongkong and Whampoa Dock Co.
 RIVERMOUTH, British steamer, 1,311, J. Mooney, 11th Sept.—Nagasaki 16th Sept. Coals—Miss Bishol Colliery.
 SIEBH, British steamer, 814, E. F. Stovel, 22nd Sept.—Saloon 18th Sept. General—Kin Ty Loon.
 SUKSEE, British steamer, 1,620, H. V. Holt, 14th Sept.—Victoria, B.C. via Kobe 9th Sept. Flour, Lumber and Matches—Gibb, Livingston & Co.
 SWATOW, German steamer, 631, C. Binge, 23rd Sept.—Canton 23rd Sept. General—Melchers & Co.
 TETAROS, German steamer, 1,570, W. Beitzung, 20th Sept.—Samarang (Java) 14th Sept. Sugar—Siemens & Co.
 WINGWANG, British steamer, 1,817, A. de St. Croix, 23rd Sept.—Canton 24th Sept. Penang 15th and Singapore 27th, General—Jardine, Matheson & Co.

SAILING VESSELS.
 A. H. SMITH, American ship, 1,452, Chas. S. Ketch, 12th Sept.—New York 21st May, Kerosene Oil—Shewan & Co.
 CARL FRANKRICH, German ship, 2,000, H. Fublich, 17th July—Cardiff 21st March, Coals—Melchers & Co.
 DONKOR, German bark, 310, August, 21st Sept.—Bangkok 3rd Sept. General—Chicago.
 ELISE, German ship, 1,575, Th. Pilger, 5th August—Cardiff 9th March, Coal—Siemens & Co.
 ESKADRON, Chinese bark, 457, Ophim Examin, 20th Sept.—Samarang 14th Sept. General—Siemens & Co.
 HARVARD, American bark, 986, L. A. Colcord, 27th August—Shanghai 11th August, Ballast—Order.
 JET, British sch, 206, Shaw, 21st August—Geraldton, W.A., 1st August, Sandalwood—Order.
 ISABEL, Norwegian ship, 1,260, S. Hage, 18th August—Shanghai 1st August, Ballast—Reuter, Bruckmann & Co.

HONGKONG—SAILING VESSELS.

Continued.
 JESSONDA, German bark, 883, Aug. Oesemann, 20th July—Newcastle, N.S.W., 24th May, Coals—Geo. R. Stevens & Co.
 KITTY, British bark, 803, Wilson, 21st July—Singapore 7th July, Timber—D. Musso.
 MARIA, Spanish schooner, 51, Francisco Olmos, 24th July—Manila 18th June, Ballast—Master.
 MARIE BERG, German bark, 536, H. Hindrichs, 26th August—Whampoa 25th August General—Wielor & Co.
 N. PENDLETON, American ship, 1,385, J. N. Pendleton, 23rd August—New York 19th April, Kerosene Oil—Shewan & Co.
 ORIENT, German bark, 461, H. R. Gouhard, 21st Sept.—Honolulu 11th August, Ballast—Wielor & Co.
 PORTLAND LLOYDS, American bark, 1,180, A. H. Forber, 13th July—New York 16th March, Petroleum—Shewan & Co.
 STANFIELD, British bark, 590, J. Clark, 3rd July—Sourabaya 14th June, Ballast—Captain.
 TARAPACA, British bark, 497, H. Kennet, 13th Sept.—Hongay 1st Sept. Coal—Gibb, Livingston & Co.
 WESTERN BELL, American bark, 1,074, L. C. Sweeney, 4th Sept.—New York 14th May, Kerosene Oil—Russell & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-vessel, 1,700 tons, 3,180 h.p., 4 guns, Commander Chas. H. Adair, Swatow.
 Caroline, corvette, 1,400 tons, 1,440 horse-power, 14 guns, Captain Clutterbuck, Swatow.
 Egeria, surveying ship, 740, Commander A. M. Field, Singapore.
 Esk, gunboat, 3rd-class, Coast Defence, 363 tons, 340 h.p., 3 guns, in reserve.
 Firebrand, gunboat, 2nd-class, 455 tons, 460 horse-power, 4 guns, Lieut.-Commander J. Denison, Foochow.
 Hyacinth, cruiser, 3rd-class, 1,420 tons, 1,190 h.p., 8 guns, Captain R. W. Craigie, on a cruise.
 Imperieuse, cruiser, 1st-class, 3,400 tons, 10,000 horse-power, 10 guns, Captain Edward S. Fox, Nagasaki.
 Leader, cruiser, 2nd-class, 4,300 tons, 3,500 h.p., 10 guns, Captain Burgess, Watson, Shanghai.
 Linnet, gun-vessel, 2nd-class, 756 tons, 1,050 h.p., 5 guns, Commander V. A. Tisdall, Nagasaki.
 Mercury, cruiser, 3,730 tons, 7,200 horse-power, 13 guns, Captain Chas. J. Balfour, Shanghai.
 Peacock, gunboat, 1st-class, 750 tons, 1,200 horse-power, 6 guns, Lieut.-Commander Ingram, Wuhu.
 Pigmy, gunboat, 755 tons, 1,000 horse-power, 6 guns, Lieut. Comdr. Hewitt, on a cruise.
 Plover, gunboat, 1st-class, 755 tons, 1,200 horse-power, 6 guns, Lieut. Comdr. E. G. Rason, Amoy.
 Porpoise, steel torpedo cruiser, 1,770 tons, 3,500 horse-power, 6 guns, Commander Burr, Shanghai.
 Rattler, gunboat, 1st-class, 715 tons, 1,200 h.p., 6 guns, Lieut.-Commander J. G. Heugh, Singapore.
 Redpole, gunboat, 1st-class, 805 tons, 1,200 horse-power, 6 guns, Lieut.-Comdr. F. W. Freeman, Chinkiang.
 Seven, cruiser, 4,050 tons, 6,000 horse-power, 12 guns, Captain Wm. H. Hall, Shanghai.
 Solent, torpedo mining launch, 150 on a cruise.
 Swift, gun-vessel, 2nd-class, 755 tons, 1,010 h.p., 5 guns, Commander Robt. D. B. Bruce, Hankow.
 Tweed, gunboat, 3rd-class, 363 tons, 340 h.p., 3 guns, in reserve.
 Victor Emanuel, receiving ship, 5,175 tons, 14 guns, Commodore E. J. Church, Hongkong.
 Wiven, Coast-Defence ship (armoured), 2,750 tons, 1,450 h.p., 4 guns, in reserve.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Admiral Nakhimoff, Russian armoured cruiser, 8,000 tons, 8,000 horse-power, 23 guns, Captain Fedoroff, Singapore.
 Alouet, Russian gunboat, 800, Captain Farsch, Nagasaki.
 Alexandria, German cruiser, 3,200, Captain Schmider, Yokohama.
 Alliance, American gunboat, 615, Captain H. G. Taylor, Yokohama.
 Arago, Spanish cruiser, 1,508, Captain A. Soler, on a cruise.
 Aspie, French gunboat, 470 tons, 450 horse-power, 4 guns, Commander Journet, Kiang.
 Chasseur, French despatch-vessel, Captain Bagard, Saigon.
 Dia, Portuguese gunboat, 706, Captain H. M. Gomes, Macao.
 Illis, German gunboat, 489, Captain Ascher, Port Arthur.
 Inconstant, French gunboat, 800, Capitaine de Jonquieres, Hankow.
 Kongo, Japanese cruiser, 2,240, Captain Hidaka, Yokohama.
 Korevitz, Russian gunboat, 1,200, Captain Filisoff, Vladivostok.
 Leipzig, German cruiser, 3,800, Captain Rütger, Yokohama.
 Lutin, French gunboat, 485 tons, 495 horse-power, 4 guns, Captain Kien, Tientsin.
 Mandjour, Russian gun-vessel, 1,100 tons, 1,200 horse-power, 9 guns, Captain Kass, Hankow.
 Marion, American corvette, 1,900 tons, 1,170 horse-power, 7 guns, Commander Dye, Kobe.
 Menocacy, American sloop, 1,370 tons, 1,470 horse-power, 6 guns, Lieut.-Commander M. L. Johnson, Nagasaki.
 Omaha, American corvette, 2,400 tons, 1,510 horse-power, 12 guns, Captain Cromwell, Yokohama.
 Palos, American gunboat, 420 tons, 500 horse-power, 6 guns, Lieut.-Commander Craig, Foochow.
 Pluvier, French gunboat, 540 tons, 420 horse-power, Lieut.-Commander Lapiet, Halpang.
 Reina Cristina, Spanish cruiser, 3,000, Captain Ingilinis, Manila.
 Rio Lima, Portuguese gunboat, 540, Captain J. R. Santa Barbara, Hongkong.
 Sinyoch, Russian cruiser, 900 tons, 1,000 horse-power, 1 gun, Commander Plakoff, Amoy.
 Sophie, German cruiser, 2,100, Captain Herberg, Yokohama.
 Swathra, American corvette, Commander John McGowan, Kobe.
 Tejo, Portuguese gunboat, 500 tons, 100 horse-power, 3 guns, Lieut.-Commander C. R. Caminha, Macao.
 Triomphante, French cruiser, 4,500, Captain de Cornulier, Vladivostok.
 Villars, French cruiser, Captain Thomas, Vladivostok.
 Vipere, French gunboat, 484 tons, 425 horse-power, 4 guns, Commander Constalla, on a cruise.
 Volturno, Italian gunboat, 346, Captain Roych, Vladivostok.
 Wladimir Monomach, Russian (ironclad), 8,000, Captain Donabass, Vladivostok.
 Wolf, German gunboat, 340 horse-power, Captain Heilhoff, Taiwan.

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FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG."

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type, cylinders 20 and 38" dia., with a stroke of 26". The crank shaft is 6" dia. at the crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 3½". The Piston and Connecting Rod bolts are 3" dia. A-Pump 14½" dia. by 14 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 5" dia. by 13" stroke.

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